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CENTRAL SECURITY AGENCY

REPORT NO. [REDACTED]

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COUNTRY USSR (Ukrainian SSR)

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SUBJECT Airfields near Zaporozh'ye

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1. The Zaporozh'ye (47°49'N/35°11'E) airfield was located about 6 km south of the city, east of the Dnepr River, on both sides of the Zaporozh'ye - Melitopol (46°50'N/35°22'E) highway. (1) The airfield and the city were connected by an old road running about 1 km west of the new highway. Until November 1949 the old road was still being used by motor vehicles. The field, which measured about 3 km from east to west and 2 km from north to south, had no runway. (2)
2. Some wooden sheds were on the eastern half of the field. They housed the dispatch office and a guard detail.
3. The airfield was not permanently occupied. Four to five twin-engine commercial transports made intermediate landings at the installation daily.
4. Intensive flying with jet aircraft, fighters and ground attack planes was observed over Zaporozh'ye. The jet planes practiced acrobatics and low-level attacks. They seemed to be stationed at a field 8 to 10 km northeast of Zaporozh'ye. (4)
5. The airfield was located at the northern edge of Zaporozh'ye, about 15 minutes by car southeast of Mikhailovka (47°56'N/35°18'E), just north of a railroad track approaching the field in an east-west direction. The destroyed barracks buildings at the southern edge of the field were being rebuilt. The field had two or three concrete runways of at least 1,000 meters each and a concrete taxiway leading to the runways. A spur track led to the southeastern corner of the field. (5)
6. Four large hangars were seen at the western edge of the field, an administration building and a meteorological station at its southeastern corner. Twelve three-story barracks buildings were located between the southern edge of the field and an east-west railroad track. Seven of the buildings had been reconstructed. (6)
7. The field was a military installation. Day and night flying was done there. The field was occupied by single-seater jet fighters with swept-back wings, single-engine mid-wing monoplanes fitted with in-line engines, twin-engine biplanes and

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cargo gliders. The bulk of the planes were jet aircraft. Up to 30 aircraft were seen aloft at the same time. Fighters and jet planes practiced air fighting and firing at towed air sleeves. The twin-engine planes practiced low-level attacks and air-to-ground firing. Parachuting was done from cargo gliders towed by biplanes, 10 men jumping from one glider. (7) Sailors who were given instruction on cargo gliders were also noticed at the field. (8)

8. There was an airfield 12 to 15 km northeast of Old-Zaporozh'ye, about 6 km east of an aircraft engine plant. Detailed information was not available since the observation was made from a distance of 3 km. (5)
9. Regular flying with twin-engine commercial Douglas planes and practice flights with biplanes were observed over the field. Jet planes were observed aloft after October 1948. These planes presumably also used a second airfield, which was located about 10 km to the east. Individual flying, in addition to diving and acrobatics, was observed. The jet planes had straight wings, a conspicuous step in their fuselage and a landing gear retracting rearward.

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- (1) This airfield, which is located about 1 km east of the South Railroad Station of Zaporozh'ye, was reported previously.
- (2) The fact that this field had no runways was reported previously. Since the two sources concerned worked at or close to the field their information appears more credible than the statement to the contrary made by a third source. See ~~CONFIDENTIAL~~ 25X1A
- (4) This statement agrees with previous information.
- (5) In spite of the fact that the data on the location of the installation are at variance, the airfield about 6 km east of the Zaporozh'ye main railroad station is concerned. This field is located in the triangle formed by the railroad lines running from the south to Stalino and Kharkov, about 1 km north of the Mokraya River. Also according to a previous report, the airfield had two runways, 50x2,000 and 50x1,500 meters. See ~~CONFIDENTIAL~~ 25X1A
- (6) These data on the hangars and the barracks buildings under reconstruction at the southern edge of the field agree with previous information.
- (7) According to available information, the field was occupied during the past few years by single-engine fighter units and twin-engine ground-attack or night-fighter units. Jet fighters, presumably Yak-15s, arrived after the fall of 1948. Later on, jet planes with swept-back wings were also observed. This type was first observed on 6 September 1949.
- (8) Training of navy soldiers with cargo gliders is reported for the first time. It is not clear whether these soldiers were being trained as parachutists or for airborne missions.

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